RAPID TRANSIT.

Report of the Committee of Civil Engineers.

What They Consider To Be Necessary.

Necessary.

A FEW PRACTICAL HINTS

Important Memorial of Citizens to the Mayor.

The question of rapid transit for the city of New York naturally interests civil engineers, who consider the matter exclusively from a practical point of view. After much discussion and the exchange of ideas the Auerican Society of Civil and exhaustive report of the proper method of antroducing rapid transit. We proper method of introducing rapid transit we proper method of introducing rapid transit. We proper method of introducing rapid transit we proper method of introducing rapid transit. We proper method of introducing rapid transit we proper method to be profitable or to egable them to be of real service to the general public. In 1853 the horse railroads a mountain the proper method to be raised out of the way of the ordinary st data upon which alone an opinion should be based, they have hitherto insisted upon expensive and onerous requirements. Reads of great capacity, to be operated at high speed, have been asked for; but at the same time it has been re-quired that locomotives should not be used, or if they were, that they should be run out of sight and out of hearing, and especially that they should not run near respective individual properties and that the fares should be lower per mile than upon the ordinary railroads of the country. These are incompatible requirements; they have produced a pientiful crop of impracticable devices In order to secure rapid trensit for the city of

New York it is necessary to sacrifice to it some tonveniences and many prejudices; to inrnish at least a practicable location for the roads, free of charge, and to consent to such chesp and sound plans as will make it reasonably certain that the enterprise will eventually pay a moderate return spon the luvestment. New York capitalists are probably quite ready to undertake rapid transit ander these conditions.

The cost of transportation is dependent upon two erreumstances—first, the cost of actual operation, and second, the interest upon the capital in-rested. Rapid transit seeks to substitute for a system of street car lines, costing, fully equipped, about \$80,000 or \$90,000 per mile of double track. and operated by animal power, a cheaper mode of propulsion, in connection with which the speed

propulsion, in connection with which the speed shall be greatly increased, passengers shall all be growided with seats and with iar greater comfort than they now enjoy, but for which the fare shall not be materially higher than at present.

Being of the opinion, after weighing all that has been said and written on the subject, that the phief obstacle in the way of the construction of a rapid transit road in New York has been the unsertainty which exists in the minds o capitalists in regard to the important question whether such a road would be profitable, the committee deemed a road would be profitable, the committee deemed a necessary, as a preliminary basis, to ascertain what would be the probable carnings and expenses if rapid transit roads, and on what amount of lapital the net revenue thus estimated would pay I fair rate of interest. From the result of these needs can be made to pay upon a volume of transc not much, I any, greater than that now carried upon existing street car lines.

From the large mass of information gathered, the following seem to be the leading conditions of piccess for rapid transit roads in the city of New Forst.—Capacity,—Each road must be prepared to do, and it should secure, a larger volume of pas-

First—Capacity.—Each road must be prepared to do, and it should secure, a larger volume of passenger business than is now done upon any steam railroad in the world, save the London nuder-

respond transit roads should be double-tracked ever the whole of the routes, and be prepared to provide four tracks below the point where the business gathers in sufficient volume to warrant R. It is not practicable to accommodate freight trains over the passenger lines, although an express and mail business may be done.

Second—Salety. Third—Accessibility.—Not only must the roads and stations be so arranged that they shall be convenient on access from the s rect, but arrangement in the toes from the s rect, but arrangement in the toes of the committee on this subject was the proposition that this shall be done by a system of crosstown lines or norse railroads, eperated in connection with rapid transit roads. Pourth—Chespass of Construction.—In order to economize money in construction.—In order that in planning even the first of the rapid transit roads it is neces say to consider it as a part of a general system and to inquire what lines are likely hereafter to be built. It one road is successful other portions of the city will claim equal advantages, and capital may be found to undertake rival roads. The topography of the island and its division into nearly equal portions on each side of central Park seem to indicate that there must be two rapid transit roads—one for the east side. If more roads are hereafter constructed, it seems that no matter by whom built, seem are likely in time to amalgamate in groups on each side of the city, and to be operated, if possible, as a belit upon which trans with erma mound a creaming the proposed of the city, and to be operated, if possible, as a belit upon which trans with erma mound a creaming the roads should be made of the characteristic and make an expense of their division into a series of loop lines, on which cars of different colors (to distinguish them), and having different rates of lare, might be run in circuits of such length and with such irequency as would be found to be requisite. This would ruly secure rapid transit; the frams from the upoper loops, for instance, after graining state in the succeeding loops, and

Various plans were examined, commencing

with the inderesson dysem. The following objections weigh against this system:

| Pirst - The road could not be built and equipped under much short of two or three millions of dolars. | A system | Majority | M

second—That in its construction it would second—That in its construction it would second interfere with the present surface traffic on the streets.

Third—That it would require expensive and inconvenient alterations of the sewerage and of the gas and water pipes of the city.

Fourth—That at many points it would be below high water mark. high water mark.

Figh.—That the ventilation would be difficult and

expensive.

Sixth—Inat the patronage migut be lessened by the unwillingness of many persons to travel in

church streets, the latter to be followed to the Battery.

BY WHOM SHALL THE ROADS BE CONSTRUCTED?

The committee has assumed that the rapid transit roads were to be built by private capital and operated so as to make them profitable investments. This can be done and is the best way to promote close economy. But capital has thus far refused to embark in the enterprise and it has been proposed that the city undertake the work. Whather this would be within its municipal powers is a question for legal counsel to determine, but the committee see no reason why cities may not hereafter build railroads within their limits for public accommodation or even appraise and condemn existing tracks when such becomes necessary to protect the interests of the public.

A PETITION TO THE MAYOR.

New York, Feb. 12, 1873.
Hon. William H. Wicknam, Mayor:—
Dean Sin—We have the honor to request you to ask
the State Legislature to enact a general law (within constitutional limits) for city railroads and rapid transit. mith general provisions as follows-viz, giving to mayor, or city amborities power to appoint commissigners to fix routes for elevated roads; the routes so designated to carry with them the complete franchise and privileges necessary for such purposes; the routes so and privileges necessary for such purposes, the routes so destinated and fixed with the tranchise to be soid at public sale under such regulations as the mayors may direct as to the terms, forfeitures and completion; ne essary provision for the requirements of the constitution (smeanded) as to consent of property owners; provision as to the extent only authorities may act or assist, in the event of failure, to sell such routes, or, after sale, inlure to complete. If such a law shall be passed giving opportunity of the passed giving of the passed giving of the passed giving of the passed giving opportunity of the passed giving opportunity of the passed giving opportunity of the passed giving

DANIEL BUTTERFIELD FRED P. JAMES C. K. GARRISON, RUSSELL SAGE N. A. COWDREY, JAMES BUELL, WILLIAM T. BLODGETT,

ST. JOHN'S GUILD RELIEF FUND. The following additional contributions have been

John's Goild, and paid over to Andrew W	. Leg.
gat, Almoner:-	
THROUGH ARNOLD, CONSTABLE AND CO.	
Mrs. D. S. Hiker.	\$100 00
Mrs V. S THEOUGH W. H. WILFY.	10 00
James Clancey Tueorou C E. W.	5 00
The earnings of two poor women	2 03
The earnings of a little boy	10
P. Loritland	2 0 00
B. W. Andrews	25 00
Gate & West	10 00
Four little boys and their mother. Additional contributions from members of the New York Cotton Exchange, through George	1 0 00
A. Chapman	20 00
H. O. Bernard & Co.	25 00
Misses Mact cod	10 00
"I tor charity	2 (0)
Schwarz & Gelger	10 (8)
Mrs. V. D	5 00
8. B. G	5 03
J. B Alexander	5) 00
Fraser & Lec	5 00
Thoma Street	10 00
From triends 10s East Thirty-sixth street.	15 00
Mrs. M. r. Lord and Mrs Jane Perry	5 10
Vaith	1 00
C. K. C.	5 00
J. Lowery	50 00
From a triend	10 00
Mrs. Ployd	1 (0)
For some poor person	30
Nosnora donation + o. 2.	25
Roward C. Dickt. son	100 60
Edna Burnett	25 00
From two children	5 00
"Margarette"	2.0
N	5 0
Anony mous	10 00
*	

FOR CHARITY SAKE.

in Washington Heights for the purpose of relieving the sufferings of the poor of that locality aswas held at Mili's Hail, which was addressed by Captain Hart, lormerly of the Police Department, when nearly \$100 was realized, which is to form the nucleus of a fund to be devoted to charitable

ROBBERY OF AN EXPRESS SAFE.

Early yesterday morning the office of Morris & Co. a European Express, No. 50 Broadway, was entered by burglars and the sale blown The contents were, however, not very valuable, consisting of a diamond ring, valued at \$60 and an old silver watch, valued at \$15. The safe was an old fushioned one, and used only been put in it for temporary safekeeping by one nated about seventy-five feet from the door, and a telegraph, consisting of a fine cord, was laid from it to the outside of the door, by means of which the watcher outside could alarm the rascals at work on the approach of danger. The lock on the front door had been picked, and after the burglar had entered the door was made so fast that Officer Mongan, who tried it about davignt, did not suspect anything wrong. About six o'clook Officer Hargrave, who was then on waich, noticed the lock gone and at once gave the alarm. The door was forced, but the burglars had made good their escape. They left behind them seventeen splendid bits and a brace, the twine and a new carpet oag. The police think the burglars are green hands, as they say the old burglars of New York know well enough that the express companies, unless they are open all night, keep no valuables in their safes, depositing them in the different bank vaults and with the safe deposit companies. No arrests have yet been made. front door had been picked, and after the

STORMY MEETING-THE MAJORITY REPORT ADOPTED.

A meeting of the members of the American Inthe Cooper Union. The President, Mr. Orestes Cleveland, occupied the chair. The object for which the association had been called together was to receive the report of the committee appointed at the annual meeting on the 4th inst. to examine into the accounts as then presented in

the annual report of the Treasurer.

The reading of the minutes having been gotton through with the Secretary rend the report of the committee above referred to, which was as fol-

Total \$20,527

Deduct—Received from rent \$6,3.0

and use of water \$350 taken from amount received from managers

Taking no a count of interest on the purchase, and giving full credit for receipts from the exhibition, a credit balance term most \$5.970. This balance will be required for bills yet unpaid. It is plain the money received from the exhibition paid the above stated expenses. During the exhibition about \$1.00 received from members would not likely have been collected at any other time. The entire receipts are required to pay the liab littes.

C. B. D. LAMALER.
EDWALID SCHELL.

On the question being put as to whether this report should be adopted, there was a buzzing in the nall which clearly betokened a storm to come. At this point Mr. Thomas Adriance, the chairman of the committee, rose from his seat and stated he handed to the Secretary to be read, which was done. The report was as fo lows :-

he handed to the Secretary to be read, which was done. The report was as to lows:—

THE MINORITY REPORT.

TO THE MEMBERS OF THE AMERICAN INSTITUTE:—
GENTLEMENT—As a member of the "Committee of Five" appointed at the annual meeting on the 4th Inst. to examine the reports connected with, and the accounts of, the Forty-third Fair presented at that meeting, dissenting with the views of a majority of zaid committee. I her leave to submit the accompanying statement taken from the books of the Institute, showing that, instead of a profit being made, as many of the members supposed, there will be actual loss to the Institute, the expenses of the exhibition building having exceeded the amount received for its routal and from the managers, and to be received from the State some \$4.400. This difference between the report of the majority and my statement arises principally on the sairry item, they siving only one-tourth of the \$.001 paid to the Superinten lent as supplicable to Fair, while I charge that the whole amount, is incurred for that object, arising from the fact that the Superfuenced in the tought of the superfuenced in the suilding had been hired for the use of the Fair instead of having been owned by the Institute.

I much regret that my views differ so materially from those of the gentlemen who form the majority of the committee, but am satisfied, after mature consideration, my views are correct. Respectfully submitted.

THOMAS ADRIANCE, Chairman of Committee.

When the reading of these documents had been concluded Mr. Adriance moved that it be adopted. This was seconded by a Mr. Rich amid loud cries and great confusion. The Chairman endeavored to secure order but it was some time before this was obtained. Finally a full occurred and Messrs. Curtis and Ely spoke in layor of the majority report. Each speaker was frequently interrupted by

and other disorderly demonstrations on the part of the supporters of Mr. Adriance, who were in turn combated with cheers from the other side. The discussion grew warm and excited, but shally resurred in the rejection of the minority report, when adjournment was moved and carried in the midst of the wildest confusion, resembling a beer garden rather than a meeting of high-toned citizens of New York.

Exhibition building in account with the American Institute for the Forty-third Annual Fart, held in 1874:—
PAYMENTS.

One-sixth of the cost of the butiling.

1	\$25,000, and fees of counsel examining	84 178	1
	Rent for the year (40 lots \$13 00	- Contraction of	8
	Fire insurance for the year		
	Repairs, painting, &c		
	managers) 453		ď
	Rent of steam force pumps		12
	Chairman of Finance Committee of the		8
	Board of Managers		
	Proportion of salary of Clerk of the Insti-		B
•	tute 500	27.527	192
	Total payments	#31 ADE	١,
ij	RECEIPTS.	231,30	lŝ
	For rental of outbuilding and use of water. \$5.680 For management of the Fair. 20,090		1
	State appropriation to be received 2,315		13
	Deficit	3,719	
	Add bills unpaid	700	И
	Total	\$4,419	
	The lease is for six and a half years, from November I, 1871, to May 1, 1878. Only		а
	six at nual tairs can be held. Therefore	CAR	
	charged each year's fair, and is equal	100	18
	to \$1,0%3	1,063	14
	Probable deficit	\$5.5-72	
	-	1000	1

OUR LIGHTHOUSE SYSTEM.

IS THE EFFICIENCY OF THE DEPARTMENT TO BE IMPARKED BY POLITICAL BLUNDERERS? -A STRONG LETTER FROM ALEXANDER EVANS. TO THE EDITOR OF THE HERALD :-

The writer of this article has noticed with pleasare in your enterprising journal the editorials upon the alteration or the repeal of the laws governing the lighthouses of this country. It has now been twenty-three years since the undersigned, acting in his legislative capacity, with the assistance of Lieutenant (now Admiral) Jentins, of the navy, whose services cannot be too highly spoken of devised and carried into legal operation the act of the 31st of August, 1852, whose intention and whose effect were to put our lighthouses, lightves-eis, beacons, buoys illuminating apparatus in a condition comparable to those of France and England and the most advanced nations. The engineering labors of the Stevensons in Great Britain; the in-genious devices of Babbage for marking and designating lights, and the optical and mathematical labors of the illustrious Fresnel were not overlooked; and we have enjoyed for more than twenty years what it is to be loped may or well founded satisfaction that the lives of thousands of ha dy mariners have been saved from loss and that millions in value of precious merchandise have been preserved from destruction by our ac-

tion.

The act of 1852 provided that eight persons, two of them civilians of high scientific attainments, should form a Lighthouse Board, and that the civilians should serve without any compensation, wante the officers of the engineers and navy detailed for duty should have their ordinary pay, and

walle the officers of the engineers and navy detailed for duty should have their ordinary pay, and no more.

It was then objected to the undersigned that men of science would not serve without salaries. His reply was that Engiand furnished an example to the contrary, and that he believed the like public and exaited spirit might be found here. This prediction has been fulfilled, and this department has been conducted without compensation, by the highest talent of the country, with perfect integrity and without reproach.

Mr. Flimore, at the instance of the undersigned, who communicated with him only by letter, and in the face of efforts to have political and intefficient persons appointed, gave pace to such men as Henry and Eache, succeeded afterward by Peirce, among the civilians. It is sufficient to mention the names of these gentlemen. The fact is, that the conduct of a lighthouse system requires special scientific, mathematical and engineering attainments accorded to few, and not to be found among politicians. It is now proposed to return to the old bureau system, with this difference, that me cad of having at its head a man of integrity, like Mr. Pleasonton, who had been in the employ of the government from its origin, there will be great risk that undesignedly its chief may be a person of no attainments in society and with very loose notions with regard to supplies for this important department. Indeed, the complaint made of the Lighthouse Board seems to be that it does not use a particular kind of oil. Why, I know not, I write without consultation or communication with any one connected with the lighthouse service, but I can conjecture that Professor Joseph Henry and Professor Benjamin Petrce may think an oil generating exposited vapors not proper to be trusted in the hands of the ordinary political appointed as lightnown to pieces some

night the commerce of New Fork might not be benefited.

However, I will not resort further to conjecture, where I know not the reason for rejecting a particular oil, nor whether it be rejected. I can only say that it is tolerably clear that private interests think they require changes in the lighthouse system. And it is my belief that Mr. Sargent, of Calbornia, in whose charge I understand the oill to be that makes so important a change, will, upon mature study and consideration, not give it any favor. Of one thing I feel well assured, from the tendency of affairs in these times, that the appointment of a salaried politician or politicians to the head of this important department will finally lead to its incompetent, and perhaps to its dishonest, management.

ALEXANDER EVANS.

ELEXANDER EVANS.

BULLS AND BEARS.

There was at the Fifth Avenue Hotel last evening a large attendance of brokers, cushlers and others interested in the purchase and sale of stocks and bonds, in answer to a mysterious call for the organization of a new Stock Board; but nobody seemed bold enough to take the lead in organizing a rival for the old Board; and so, though there was no lack of informal talk on the subject, as heretofore, the matter made no further progress, and the young speculators went home as impatient and dissatisfied as they came.

IMPORTANT TRADE FAILURE.

The suspension of the firm of Jessup & Co., retail clothiers, of Broadway, was announced yes-terday. The firm consisted of Messrs. Stephen W. Jessup, John L. Plummer, John McNulty and Joseph I. Barnum. Mr. Plummer is well known in the cloth trade and the two last named were formerly in Devlin's. The cause assigned for the failure is the inability of Mr. Jessup to keep his engagements with his partners. When the firm was organized the capitul was to be \$80,000, of which Mr. Jessup agreed to contribute one-half. He has been engaged extensively in real estate, and, failing to put money in his business, the present embarrassment resulted. No estimate has as yet been made of the assets or liabilities, and the various members of the firm seem to be as much in the dark as though they were not interested. A meeting of the creditors will be held to-day, however, at two o'clock, when the amount of the losses will transpire.

SHIPPING NEWS

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTHS OF PEBRUARY AND MARCH.

Steamer.	Salls.		Destination.	Office.	
Belgie	Feb.	90	Liverpool.	119 Broadway.	
Ucopin		20	Glasgow	7 Bowting Greet	
	Feb.		Laverpool	69 Broad way.	
City of Chester		-0.	Liverpool.	15 Broadway	
			Bremen		
Neckar	Feb.			2 Bowling Greet	
Geathe			Hamburg	1113 Broad way.	
Percire		20.	Havre	56 Broadway	
Schiller	Feb.	25.	Hamburg.	113 Broadway.	
Parthia	Feb.	24.	Liverpool	4 Bowling Green	
State of Nevada.	reb.		Glasgow	72 Broadway	
Frinin	Feb.		Hamburg.	of Breadway.	
Adriatic	JFeb.		Liverpoot	19 Broadway	
City of Brooklyn.	Feb.		Liverpool.	15 Broadway.	
Bolivia	Feb.	27.	Glasgow	7 Bowner Green	
Deuterpland	reh.	27.	Bremen	2 Bowning Greet	
Algeria		3.	Liverpool	1 Bowling Gree	
Spevin	M'ch	4.	Hambury	61 Brongway.	
the Queen	M'ch		Liverpool	69 Broad was	
Celtic			Liverpool-	19 Broad way	
Ity of New York		6.	Laverpool	15 Brondway	
Kivsia		6	Glasgow	7 Bowling Greet	
France	M'ch		Havre	55 Broad way	
state of Indiana	Men		Glasgow	72 Broad way.	
				6) Broad way.	
Pommerania		13.		19 Broadway.	
Republic			Laverbook.		
City of London		13.	Laverpool	15 Broadway	
Cuba	M'cn	17.	Liverbook.	4 Bowling tiree:	
Filesia		18.	Hamburg.	61 Broad way.	
Bartic		20).	Leverboot.	19 Broadway.	
Ville de ruris	Mich	20.	Havre	M Broadway	

ALMANAC FOR NEW YORK-THIS DAY.

PORT OF NEW YORK, FEB. 18, 1875.

CLEARED.

Steamer City of Antwerp (Br), Lavar, Liverpool-J G Steamer City of Antwerp (Br), Lavar, Liverpool—J G Dale.

Steamer Assyria (Br), Donaldson, Liverpool—Henderson Bros.
Steamer Wisconsin (Br), Freeman, Liverpool via Queenstown—Williams & Guon.
Steamer Erik (Dan), Kraemer, Havre—Chas Rammelsberg & Go.
Steamer City of Vera Cruz, Deaken, Havana—F Alexandre & Sons.
Steamer Canima (Br), Liddicoat, Bermuda—A E Outerbridge.
Steamer Richmond, Read, Norfolk, City Point and Richmond—Old Dominion Steamship Costoner Glauces, Rearne, Fostop—H P Bimock, Bark Traveller (Br), Ferguson, Liverpool—W D Morgan.

Bark St Bernard (Ger), Reginer, Bremen-Chas Luling Bark H P Kitchen (Br), McLeod, Dunkirk-L F Brig m. Bark Mary M Bird, Packard, Marseilles—H P Brown & Bark Morning Star (Br). Lucas, Barbados-George P ellev. Bark Lizzie Cameron (Br), Cameron, Brunswick— rd, Perkins & Job. Brig Little Harry (Br), Rourke, Lisbon—D R De Wolf Go, Brig La Creole (Dutch), Schubert, Rio Hache, Sava-lilla, &c.—Dovale & Co. Brig Nereus (Br), Allen, St John, NB-Wm Insalls, Schr Pinta, Paddock, St Pierre (Mart)--R P Buck & r David H Tolck, Sawyer, Matanzas-John Zittle-Schr Anna D Merritt, Pinkham, Baracoa-Isaac R Sta-

les. Schr Hattie Weston, Payson, Aux Cayes—BJ Wenerg.
Schr Annie Lee, Look, Key West-Benner & P.nckney.
Schr Bleeuric spark, McDonald, Boston-Chas Twing.
Schr D J Adams, Smith, Boston-Chas Twing.

REPORTED BY THE HERALD STRAM YACHTS AND HERALD WHITESTONE TELEGRAPH LINE.

Steamer Frisis (Ger., Meier, Hamburg Peb Sand Havre 6th, with midse and 2% passengers to Kunhardt & Co. Experienced strong westerly vales and high seas the entire passage; off Nable Island encountered a heavy snow storm, wind veering from Ne to SE and NW, the ship beling one Rotterdam Gerp, Janzen, Rotterdam Jan 29 and Flymouth Sist, with mide and 6 passangers to Yuneb, Edye & Co. Had strong westerly gates: Feb in and H, in 46, lon 17, passed through large quantities of field ice. field ice. Steamer Old Dominion Walker, Norfolk, City Point and Richmond, with indise and passengers to the Old Do-Steamer Old Dominion. Walker. Norfolk, City Point and Richmond, with indee and passengers to the Old Dominion Steamship Co.

Steamer ricanora, Johnson. Portland 42 hours, with made and passengers to J F Ames. Had great difficulty in getting across Nantucket Shoals on account of the great quantity of heavy ice; passed through much ice between Birch Island and Montauk.

Steamer Narragansett, Mort. Flouington, with made and passengers to the Narragansett Steamship Co.

Steamer City of Norwich, Davis, Norwich, Ct, with mase and passengers to the Norwich Steamship Co.

Ship Syria oil London, Bernard, Calcutta Oct. S. Heliona Dec 15 and Demerrar 22 days with made to Balli Bros. Passed Cape of Good Hope Lett. Dec 17, via Hampson, Royals Feb II, with coffee to order; vessel to master. Crossed the Equator Jan 16, in 100 39 W; had heavy westerly gales from 1st 27 N; lost and split saits, &c. Jan 27, lat 20 N, lon 80 W, spoke brig C H Cooney, of and 17 m 15 Arthousan for Sagua, 4) days out.

Bark Geneva, Gorham, Matanzas I7 days, with sugar to J M Cabellos & Co; vessel to Buller & Houghton. Had strong N and NW gales; been 10 days north of Hatteras; Feb III, 1st 33 Jon 73, saw bark Jan & Ward, from Matanzas for New York.

Sch Isabelia, Arcy, Ruatan 2) days, with cocoanuts to B J Wenberg, Was 10 days north of Hatteras, with heavy W and NW gales; lost boat, foresail and jib, and had forward house stove.

Sch Isabelia, Arcy, Ruatan 2 days, Cocycetown, SC, 9 days, Sch Isabelia, Arcy, Ruatan 2 days, Cocycetown, SC, 9 days, Sch Isabelia, Arcy, Rustan Potter & Cocycetown, SC, 9 days, Sch Padelia R Floyd, Weep Cotter & Cocycetown, SC, 9 days, Sch Padelia Arcy, Rustan Steamer & Cocycetown, SC, Stars. had forward house stova.

Schr Julia R Floyd. Wiley, Georgetown, SC, 9 days,
with naval stores to Dollner, Potter & Co; vessel to E D
Huribut & Co. Huribut & Co.
Schr John, Gabriel, Wilminzton, N.C. 5 days, with naval stores to Murchison & Co; vessel to E S Powell.
Schr Garret P Wright, Cropper, Virginia, with oysters to Garret P Wright,
Schr Win Henry, Van Name, Virginia, with oysters to Henry Miller,
Schr Win Henry, Van Name, Virginia, with oysters to Henry Miller,
Schr Thomas G Benton, Miller, Virginia, with wood to T G Benton & Son.

PASSED THROUGH HELL GATE.

BOUND SOUTH.

FIGURE City of New Bedford, Pish, New Beiford for New York, with make and passengers.

Steamer City of Lawrence, New London for New York, with make and passengers, Sechr Chas A Ropes Kirby, Fortune Bay, NF. for New York, 33 days, with 68h to master. BOUND EAST.

Steamer Chiatea, Gate. New York for Provide ica. Steamer Stonington, New York for Stonington.

SAILED.

Figures City of Antwerp (Rp), for Labero oi; Wisconsin (Rr), do; Canima (Rr), bermuda; city of Vera Craz, Bavana; Richmond, Richmond, &c; Franconia, Portland; bark Fiorence Feters, Matanzas; brigs Fearl, Port Spain; George S Berry, Cartenas; Aire M. Br., St John, NB; Jeremiah, Cardenas; Cascatelle, Matanzas; schrs Hatte Haskell, San Blas and Aspinwall; Finstia, Baracoa.

OUR MARINE CORRESPONDENCE.

Newronz, RI, Feb 18, 1875. Steamer E A Woodward, reported sunk with all en oard off falkner's Island, left this port Feb 5 for New York, and had not reached her destination on account

The ice at the time of the disaster. Steamer Annos C Barstow, from New York for Providence, which has been in the ice in Narragansett Bay for the past two days, was reported this evening haif way up the bay.

The American Steamboat Company's tug Reliance,

out through by the ice to-day, and suffered considerable while but ing ice below her dock at Providence this morning, was cut through and almost immediately sunk, the erew hardly having time to reach the whorn.

Schr Benjamin S Wright, from Providence for Virginia, which was towed from Providence on Tuesday, remains off Field's Point, with her blanking badly chaird. She will have to repair before proceeding.

MARITIME MISCELLANY.

STEARER BAYA (Br.) at Halifax 18th inst from St Thomas and Bermuda, on the 16th encountered a heavy NW gale, which I inted until afternoon of 16th. She bassed through To miles of ice drift south of Sambro.

SRIP ELECTRA, at Boston from Calcutta, encountered very severe weather on this coast. She was blown of several times and the crew were frostbitten.

BARK WALTER ARMINGTON, JR., from Rockland for St John, NB, which was driven off the coast and put into Bermula for provisions. Is recorted as having passed Fortress Monroe 18th inst for Baltimore. BARZ CRESTUREDS, before reported sunk by the Ice, Hes about 2 miles south of Cape Henlopen. Her lower yards are just under the water. Capt Shephers aved only his chronometer, and the crow barely escaped with their lives, saving nothing.

BARE OLIVE (of Boston), Mahoney, from Baltimore Nov 30 for Rlo Janeiro, was the vessel abandoned at sea, and not the British ship Olive, from Singapore for Boston. The Olive was 586 tons registar, bulli at Kennebunk, Me. in 1868, and is fully insured in Boston. Her carso consisted of 584 tons of coal, 16,261 lbs. of lard and 23,000 feet of lumber.

Baig Eliza (Br), from New Haven for Salinon River, but into Bermuda Feb 7 leaking and short of provisions; will-go on the marine slip for repairs.

Baig Eliza (Br), before reported ashore near Liverpool, NS, has bilged, and is full of water.

Brig Grosse, at New London, carried away part of

Sustained very little damage.

Schr Aber Dunn, Fountain, at Havana Feb 11 from Portland (before reported), lost part of deckload in bad weather on the passage.

Schr Ockan Litt. (Br., from Halifax for Jamaica, put into Bermuda Feb 13 with loss of spars and sails. Scin John Rossitzi, Js. stranded on Cape Cod. is owned by Butler & Schoffeld, of Middletown, Conn. Edward and John Ingraham, John Rommell, Jr. of Philadelphia: Capt Bifard and C R Waterhouse. The carro of live cat. is valued at \$20,000 and is insured for \$10,00 A portion of its wift probably be saved. The vessel is 272 toos and not insured.

A portion of it will probably be saved. The vessel is 272 tons and not insured.

Scar Alba, of Ipswich, commanded by Capt Stephen Bragg, of Newburyport, sailed from Bucksport, Me, bec 23, loaded with bricks and hemiock boards, for 8t Johns, Nr. to return to Fort Caledonia to load for Boston, Nr. to return to Fort Caledonia to load for Boston, since which time no tidings have been heard from her, and it is supposed she must have sprung aleak and foundated at sea, with loss of all on board. Capt Bragg is the only one known to have belonged at Newburyport, the crew being shipped at Boston, of whom there were seven. Capt Bragg leaves a wife and three daughter. The Alba was about 230 tons burden, built in 8t Johns in 1871. This is the schooner that went ashere on ignitively beach in a gale of wind on Sunday, April 23, of last year and was sold as she lay at auction. She was purchased by William G Brown, Joseph Ross and Mr Spinney, of Ipswich, taken to Newburyport and placed upon the marine railway and repaired.

Bituitons, Feb 17—The steamer William Crane arrived yesterday morning from Boston and reports the bay clear of the from Point Lookout to Thomas' Point, but above that, extending as far as Sandy Point, she found the lee very heavy.

the ice very heavy.

Halipax, Feb 18—sehr Hattie Ellen, of Calsis, loaded with laths, came ashore last night at Chegoggin, near Yarmouth; sails and rigging all gone except her jib, which is form into ribbons. No other particulars.

Hioanano Laout, Cape Cod, Feb 17, 1:30 P M—The southerly wind which new prevails is crowling the ice ciosely aranist Wood knd; this will prevent vessels from the outside from obtaining shelter in case of a rounding the following the form of t

inis forencion as trying to reach the fishing fact with waiter and provisions, bas started back toward Boston.
Key West, Feb 7—steamer Emilie, on approaching her wharf on Sunday morning last, ran into Wall & Co's wharf, staying in a plank or two, injuring her own bow, carrying away her spar, and also the flying jibboom of the S-masted schr Edith L Steers.

Nonsola, Feb 18—A despatch from Cape Henry says brig Kewadin (Br. was driven further up on the beath during last intitisgale. The swell is too heavy for discharging the rearge safely.

The ting Aroma Mills, having part of the Kewadin's carge on board, dragged her anchor and went ashore, and part of the cargo will be datinged, as the sea is washing over her deck, IA later despatch states the ting had 55 boxes of sugar of should be for the greater part of Schr Clara Merrick, from Mosquito In et, with a carge of white oak timber for Hoston, arrived here at 2 PM yesterday, in tow of a ting, with sails gone, buiwarks stove in and one anchor and chain lost. She left Mosquito Intel, with a cargo of the sy gales. At one time she was within sixty miles of Boston, but was driven back and look refuge inside Delaware Breakwaier, where she lost anchor and chain. She will discharge cargo and go on the ways for repairs.

New London, Pob 18—Steamer City of New York is repaired and will resume her place soon.

Quence, Pob 18—Releamer City of New York is repaired and will resume her place soon.

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ascertatued.

Savannau, Feb la Noon—It is now believed the Br ship Canterbury, ashore at Tybee, cannot be saved. She has It feet of water in the hold, the wint is strong from the north, which will make her destruction only a matter of time. The cargo is being discharged slowly, [A later telegram states that the Canterbury took fire at 4 o'crook to-day, and will be burned to the water's edge by morning. About 60 bales of cotton were saved.] Suparithing—At Steuben, T A Stevens is building a schr of about 100 tons, owned by himself and others, of Steuben, o be commanded by Capt Wm Hutchmon, This is the first vessel built at Steuben for several years.

NOTICE TO MARINERS.

Naw Lospon. Feb 18-It is reported that the Cornfield lightship was driven from her moorings by the ice yesterday.

WHALEMEN.

A letter, dated Talcahuano Jan 6, reports that only two whaters now halling from that port are doing well. The Forcia, 7 months out, had taken 110 bbls sp and 1000 do hpbk oil, and the Hamipin, 5 months out, with 400 bbls sp and 600 do hpbk oil.

A letter from Capt Basseit, of bark Perry, of Edgartown, reports her at sea Dec 19, with 30 bbls sp oil since leaving St Michaels.

NOTICE TO MERCHANTS AND CAPTAINS.

Merchants, shipping agents and ship captains are 46 Picet street, the arrivals at and depart ures from European ports, and other ports abroad, of American and all foreign vessels trading with the United States, the same will be cabled to this country free of charge and published.

OUR CABLE SHIPPING NEWS.

ANTWERP, Feb 17-Sailed, ship Pleiades, Chase, New

BARCELONA, Feb 17-Arrived, bark Nettle, Mackay. CLYDE, Feb 18-Sailed, ship Inspector (Br), for New

DUNGENESS, Feb 16-Off, ship Grahams Polley, Clapp, rom New York for Antwerp.

DEAL Feb 17—Arrived, ship Marmion (Br), Burgess, New York for London.

DUBLIN, Feb 17—Sailed, ship Star of Hope, Little, Sa-

GLOUCESTER, Feb 17-Sailed, bark Valkyrlen (Nor), Andreasen, United States,
GLATGOW, Feb 17-Arrived, ship Evidora (Nor), Hoel,

HAVER, Feb 17-Sailed, ship Freeman Clark, Bosworth, New Orleans (not sailed 12th), Sailed 16th, bank J B Daffus (Br), Killam, United

Liverroot, Feb 17-Faned, snip Triumphant Libbey, New York; 18th, steamer Illinois, Shackford, Philadel-

Arrived 17th, barks Esmeralda (Sp), Gartez, Galveston; W T Whiting (Br), Fulmore, Charleston.
Cleared 17th, ship City of Montreal, Modgett, United States; bark Fleetwing, Smith, New Orleans. LIZARD, Feb 18-Off. bark For:una (p), Picasso, from

New Orleans for Havre,
Movilla, Feb 18—Arrived, steamer Victoria (Br), Hed derwick, New York for Glasgow.

Nessina-Falled, bark Cathurine (Swe), United States: brig David Bugbee, Staples, do.

Newront, Feb 18-Arrived, bark Geo Peabody (Br),

Morrell, Galvesion for Liverpool.

Newsy, Feb 18-Arrived, bark Swiftsure (Br), Appledore, Baltimore (n. tarrived 12th).

QUEENSTOWN, Feb 17-Arrived, bark Johanna (Ger), oepeke, Savannah; 18th, 5:39 PM, steamer City of London (Br), Eynon, New York for Liverpool,

ROTTERDAM, Feb 18-Arrived, steamer P Caland (Dutch), Deddes, New York. Sailed from -, "Figre," for United States.

Loxpox, Feb 18-Ship Sydney Dacres (Br). Blake, from

was picked up and towed into Crookhaven to-day. Bark Monica (8we), Lindberg, from New York for Eisi-nore, which was stranded off La Haye and subsequently floated, was towed into Cherbourg to-day.

ALGON BAY, CGH, Jan 6-In port brig Henciet a (Br), Decent, for Boston, nearly ready; schr Edith Mary (Er), Nairn, for Boston, nearly ready; schr Edith Mary (Er), Nairn, for Solon, Dec 18-Arrived, bark Brunswick, Burkos Gyers, Dec 18-Arrived, bark Brunswick, Hutchinson, Portland; 20th, brigs Fannie B. Tucker, Tucker, Montevideo; 2(th, Belle (coscult, Waterhouse, Rosario; 20th, bark Isaac Jackson, Welen, Portland; for gre lowa, Walface, Brunswick, Ga.

Seiled Dec 16, berks Clara Eaton, Merriman, Uruguay; 20th, Clara E Meetilvery, Wainut, Río Janeiro; Jan 1, brig Eliza Morton, Leland, Boston.

Eunswick, Feb 15-Arrived, Drag Elia, New Haven for Salmon River: 18th, schr Ocean Lily (Br), Halifax for Jamaira aboth in disress, see Miscellany).

Cape 10wx, Jan 9-Arrived, bark Ethan Allen, Hardy, Montevideo.

CIENTURGOS, Feb 15-Arrived, bark M E Chapman (Br), Eve, Brunswick, Ga: schrs Adeliza, Huntley, Assinwall: Jannes A Brown, Collins, Savannah; Blink Bonnic Br), Kingston, Ja.

Cleared Eth, barks Neversink Jarvis, New York: Emma F Herriman, Nechols, Boston; schr John H Hance, Candonsas, Feb 16-Arrived, schr S P Brown, Tinker, Havana. Andreas, Veb 16-Arrived, sehr S P Brown, Tinker. Havana.

Sailed 16th. brig Henry B Cleaves, Cummings, north of Hauteras; some Waitewing, Phelan, and Issae Oberton, Croesett, do.

Fayat, Jan 8—in port bark Kate Williams, Hale, watting for one day's fair weather to leave for Boston.

Hoost Koso, Sen 4—Sailed, hip Maiay, Clough, San Francisco; 5th. bark Alden Resse, Noyes, New York.

In port Jan 12 Julys Morning Light, Chaston, for San Francisco. Ide: E Douwall, White, for Go, do: Therese.

Mudgett, repairing; Game Cock, Stoddard, use; bark VARA, Feb 16-Arrived, steamers Tazoo, Bartlett HAVARA, Feb 16—Arrived, Stokmers 12300, Decided New Orions (and sailed 17th for Philadelphila): 18th. Crescent City, Curtis, New York:
Sailed 17th, steamers Alias (Br), Low, New York via Massau; City of Havana, Phillips, New York; Margarett Massau; City of Havana, Phillips, New York; Margarett Massau; City of Havana; Phillips, New York; Margarett Massau; City of Havana; Carter, Caibarien.

HALIFAX, Feb 18—Arrived, Steamer Befa, St Thomas and Bermuda; brig W D Hennessey (Br), Hoston.

Also arrived 18th, brig Ida (Br), from Clenfuegos for Boston—could not make her port of destination owing to the ice and severe weather.

Sailed 18th, brig Claribel (Br), From Clenfuegos for Boston—could not make her port of destination owing to the ice and severe weather.

Sailed 18th, brig Claribel (Br), Brady, Jacmel; Schranger, Sailed, brig Blanche (Br), Roberts Maylla, Dec 20—Sailed, bark Heurietta Behn (Ger), Wutter, New York; James Hayden (Br), for San Fraucieso.

Low York; bark James Hayden (Br), for San Fraucieso. of sew total, of the control of the Jones, San Francisco Via Carlette Montgomery, Kra-can ports.

Ruarax, Jan 28.—In port sohr Clara Montgomery, Kra-bel, for New York, 16g.

San Ngual, Dec 31.—Sailed. ship Mary Whittridge, Cut-ter, New York: Jan 12. bark Sooloo (Br), Howie, do.

In port Jan 5, ship Star of the West, Taylor, for New amport Jan 13, surproduct State, Jeann, unc. North-ampton, Barclay, for New York, ldg: bark Inverness (Br), Poter, for Mew York, ldg: bark Inverness St Tmozas, Feb. 4th, barks Annie (Br), Smith, Barbord, Gandalouter (dr), Smith, Barcelona Sh, dar (Br), Medilbon, Montevideo; 6th, brig Hattle Leon-(Br), Cook, New York; 16th, steamer Ontario, Scoum, Rio Janeiro &c to sail 17th PM for New York; Sailed 6th, brig Nancy Ross (Br), Whittler, Mayai-guez. Sailed 4th, brig Nancy Ross (Br), Whittler, Mayaiguez.
Sagra, Feb 14—Arrived, schr James H Gordon, frelan, Philadelphia; brig Nellic Jones (Br), St Fhomas; schr Moves Patten, Harding, Havana; 16 h, brig Clara M Goodrich, Look, do; schr Canton, Henley, do.
Sailed 15th, barks Yumuri (Br), Carlisle, New York; M Haven, Utrick, north of Hatteras; brig George Gilchrist, Orcutt, do.
ST JOHN, NB, Feb 17—Sailed, bark Speedwell, Tower, Havana.
Returned 17th, bark Speedwell (Br), for Havana, on account of a thick snow storm.
TRIEST, Jan 30—1n port steamer Buropa (Br), McKay, for New York; bark Raffaele (Ral), : gwarese, for do; and others. and others. Jan 11—In port ships Commissary (Br), Hunter, and John Milton (Br), for New York, idg; bark Chinaman (Br), McNenzie, for do, do.

Yokomana, Jan 23—In port bark Laurel (Br), (trom Hiogo), for New York, idg. No American vessel in YARWOUTH, NS, Feb 17—Arrived, brig Vesta (Br), from

AMERICAN PORTS.

AMERICAN PORTS,

ASTORIA, Feb 14—Arrived, bark Spirit of the Dawn (Br), Dixson, Buenos Ayres.

BOSTON, Feb 18—Arrived, steamers Alhambra, Doane, Haitfax; Seminoie, Mathews, Savannah; den Whitney, Hallett, New York; Electra, Mosely, Calcutta; bark Florida Swe), Probolongo.

Cleared—Brik v H Hill, Patrick, Norfolk; sebr Dione, Dutch, Galveston.

Salied—teamer Aries; ship City of Boston; sehr Edwin Johnson.

Schr Eele Gener Hell off Long Point, Cape Cod.

the eige of the field off Long Point, Cape Cod.

Taylor, Boston via Norrolk; bark Dona Feliciana (Sp), Portsonde, Hayana.

Below—Slip Tyro (Br), Robbins, from Hamburg via Savannah.

Cleared—Steamer Caspian (Br), Trocks, Liverpool via Hailfax; schr Peerless, Pattersou, West Indies.

Sailed—Steamers Blackstone, Providence; George Appold, Boston—the former put back to Fort Carroll and anchored; the latter proceeded: steamer Transit also salied.

18th—Arrived, steamers Raleigh, Oliver, Wilmington; anchored: the latter proceeded; steamer Transit also salled.

18th—Arrived, steamers Raleigh, Oliver, Wilmington; NC; Tuckahoe, Brown, Newbern, NC; bark Argonaut (Gev.), Steingrafe, Bremen.

Below—B camer Australian (Br., Peters, from Galveston: chrs Emerson Rokes, Marston, from Havana; W L Bradl.y, Megathlin, and Florence Dean, Weigate, from Gooton.

Cleared—Steamers baragossa, Hooper, Savannaft; Callvert, Volev. Charleston: Ashland, Whitchurst, New York: 7 J Cochrap, Pritchett, Newbern, NC; barks bveyin (Br.), Smith, Cork or Falimoth; Joutsen (Rus) Eklund. London.

B: iled—Steamer D J Foley, Wilmington, NC.

At Annapolis, 18th, schr W L Bradley, Boston for Baltimore. At Annapolis, 18th, schr w L Brad ey, Boston for Baltimore.
Schr Florence Dean, Boston for Baltimore, is in the
Pa'uxent River.
Bitazus, Feb 1:—Arrived, schrs L A Van Brunt, Tooker, and A W tolling, Bowles, New York.
Bitunswick, Ga. Feb 18—Arrived, schr Ellwood Doran, Iboran, Charleston, Chelsea, Goodwin, Berbies,
CHARLESTON, Feb 18—Cleared, bark Emily Lowthes
(Br., cain, Cork for orders
18th—Arrived, brig Sir Bobert Hodgson (Br), Martinione. 18th—Arrived, brig Str Robert Hodgson (Br), Martinique.
Cleared—Steamers Georgia, Crowell, New York; Equator, Hinckley, Philadelphia.
FERNANIJINA, Feb II—Arrived, schr Sunahine, Lathrop, Boston via Savannah yacht Swan, Star, Camden, NJ, via Savannah for Mosquito Iniet (all weil).
12th—in port, schr: M R Rowley, Rowley, loading for New York; Jessie Elizabeth, Brower, loading for Right Starter, Sta bark Waiter Armington. Jr., from Portland, Me, via Bori muda.

GALVESTON, Feb 11—Arrived, bark Hakon Jarl (Nov), Fries, Martinique (not as telegraphed).

KEY WEST, Feb 17—Arrived, steamer State of Texas, Bolgar, Galveston for New York (and proceeded).

MO ALLE, Feb 13—Arrived, schr E L Dow, Daboll, New York.

MACHIASPORT, Feb 14—Sailed, schrs Cygnus, Steele, and Addine, Dennison, St Johns, I'kt Lucy D, Hall, Sagua.

ORLKANS, Feb 13—Arrived, schrs Wm Pisher, Tiger (Br.), Williams, do; brig Fluvia (Sp), Rasigo, Bark Tiger (Br.), Williams, do; brig Fluvia (Sp), Rasigo, Bare elona. PASSES, Feb 18-Arrived, brig Oscar (Swe), Alm, Rio Janeiro.
Nailed—Steamer Wilmington: ships Nile (Br), Theo-bald, Chas Davenport; barks Sea Gem (Br), Porvenir (Sp), Lom (Nor), Asphodel (Br), Longfallow; brig Tomas NORFOLK, Feb 16-Arrived, bark Frigate Bira (Nor), KÖRFOLK, Feb 16—Arrived, bark Prigate Bird (Nora-Tonnesea, Berzeu.

NEWPORT, Feb 16. FM—In nort schrs L Holloway, New York for Providence: Laura E Messer, Gregory, Boston for Baltumore: Sunny Shower, Wood, Hoboken for Frovi-dence; Seguin, Rogers, Weeliawken for Fail River; Addie Biristelli. Kogers, Failtimore for Boston; Highlan-der, Wood, Bohoken for Providence; M A Willey, Willey, Baltimore for do.

Also, schrs Rushrod W Hill, Higgins, New Orleans for Providence; Moniana, Crawford, Baltimore for do; Eliz-abeth Edwards, Townsend. New Orleans for do; Eliz-abeth Edwards, Townsend. New Orleans for do; East-ern Light, Chase, Bangor via Provincetown for Balti-more (was as far as Hart Islan 1, Loug Island Sound, and

more (was as far as that returned to this north.

If th, I PM.—The vessels in the harbor all remain fast in the ice; each one of them can be reached with perfect safety on foot. The ice in the upper and inner harbor is growing stronger; outer harbor is clear; no vessels in the outer harbor.

All the outer harbor. l8th-Arirved, schr Earl P Mason, Nickerson, New Orleans for Frovidence, 15 days.

NEW LONDON, Feb 17-Arrived, steamer Bolivar,
New York via Montauk.

PENSACOLA, Feb 12-Arrived, bark Brevig (Nor),
Larsen, Newry.

18th-Arrived, schr M S Lewis, Lewis, Galveston.

POLT ROYAL, SC, Feb 18-Salled, steamer Vicksturg,
Rudoll, for Fernadina

PHILADEL/villA, Feb 17-Cleared, steamer Leopard,
Albertson, New Bediord (und as bbfore).

18th-Cleared, schr A B Baxter, Baxter, St John, NB;
Lizzie Dewey, Davis, Matanzas.

Sailed—Steamers Saxon, for Bos on; Panther, for Newburyport; Leopard.

Lizzie Dewey, Davis, Malanzas.
Sailed-Arkeamers Saxon, for Bos on; Panther, for Newburyport; Leopard.
Newcastie, Feb 18, Neon-Passed down, steamer Tonawanda, for Savannah.
The vessels in the barbor remain unchanged.
DELAWARE BERARWATER, Feb 18—The Reading steamers remain, and nearly all the fleet swept out to sea yesterday have returned to the harbor.
PM-Arrived last night, steamers Potisville, from Boston, and Catharine Whiting, from Providence.
Arrived this PM-Steamer Cyclops, from New York.
All vessels remain quiet.
The steamer Pennsylvania, for Liverpool, went to sea at 5 30 P. M.
PORTLAND, Feb 18—Sailed, bark Norena, for Cardenias.

Below-Schrs H Means, for Charleston; Snow Bird, from St John, NB, for New York. 17th-Arrived, schr E H Furber, Boston, to load for Ifth—Arrived, schr E H Furber, Boston, to load for Baltimore.

18th—Cleared, schr Mary R Somers, Sagua.

Sailed—Steamer Manitoban (Br), Wylie, Baltimore and Llyepool.

Llyepool.

PROVIDENCE, Feb 17—Arrived, schr Bushrol W Hill, Higgins, Sew Orleans via Newport.

Below—Barge Santanella, Childis, from Hoboken.

RICHMOND, Feb 16—Below, schr George P Hallock, Sharrett, from Bahamas.

Cleared—Brig Neptune (Ger), Ritcher, Perndmbuce, SAN FRANCISCO, Feb 9—Sailed, ship Lookout, Wiggins, Burrard Inlet.

16th—Sailed, ships Sumner R Mead, Wood, Manila; Two Brothers, Gibbs, do; Ellen Goudy (Br), Perry, Queenstown.

Two Brothers, Gibbs, do; Ellen Goudy (Br), Perry, Queenstown.
In port 16th, bark Coloma, Howes, for Howland's Island, to load for Liverpool.
18th—Arrived, steamer Vancouver (Br), Shaw, Hong Rong Jan 29, Yokohama, 59th.
SAVANNAII, feb 18—Arrived, steamer Carroll, Wright, Boston; hark Feresa (P), Havans.
Cleared—Ship Simila, Salter, Liverpool.
Also cleared, schrs H H Farnham, Brewster, Port Royal; M B Millen, Young, Rath.
Salled—Bark Lois (Br), Cork.
SALEM, Feb 17—In bort schrs Helen A Ames, and Hattle Paige, From Ballimore.
The harbor 18 frozen as far down as the Haste and TACOMA, Feb 8—Arrived, ship Halcon (Nic), Taleahuana.

TAGONA, Feb 8-Arrived, ship Halcon (Nic), Talcahuana.

VINEYARD HAVEN, Feb 15-Arrived, schr Wapells,
Penny, Mobile for Bosion.

At anchor of Notska, schr Cora, Taylor, fr m Beltimore for Bosion.

At anchor of Notska, schr Cora, Taylor, fr m Beltimore for Bosion.

16th-Arrived, schrs Mary Collins, Brown, Darion for
Newburyport (had heavy weather and lost mainsail);
Wm C Bee, Chester, Mobile for Boston.

Fassed west-Steamer Pottsville, Winnett, Boston for
Philadelphia.

Vincyard round is comparatively free of ice from Gay
Head to this port: there is considerable broken, floating
ice, but nothing to hinder vessels materially. The barbor is well filled with floating ice.

17th-Arrived, schr Loretta Fish, Young, Savannah for
Boston.

17th—Arrived, schr Loretta Fish, Young, Savannah for Hoston.
18th—No arrivals. The ice remains as last reported.
11n port—Barks Hilda (Swe); brig Arthur Eggleso; schrs Loretto Fish, Wm C Bell, Wapella, Mary Collins, Lois (Br), J B Marshal; Feventy-Six, Bdward Albro (Br), A M Chadwick. Ieresa D daker, Cook Borden, Rushitight, Willie Luce, Startight, Buil Baxter (Br), Amos Walker, thas S Rogers, H A Dewitt, Freddie Walter, Thos N Stone, Carrie Heyer, Bessie E Dickinson, J H i ockwool, Jas A Potter, ralie M Evans, and S D Hail, of Bucksport mot vet boarded).
Wilmington Nct, Feb 18—Arrivad, schr Donna Anns, Whaley, Cardenae, Sailed—Bark Speed (Nor), Olsen, Newcastle, E. Cleared 18th, bark Staubotnor), Gundersen, Hamburgt brig Tordenskjold, Olsen, Rotterdam.

MISCELLANEOUS.

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